



# **SOUTH AFRICAN NOTICE TO MARINERS**

## **February 2005 EDITION**

**PUBLISHED MONTHLY  
BY THE  
HYDROGRAPHIC OFFICE  
CAPE TOWN**

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### **IMPORTANT**

Mariners are requested to inform the Hydrographer, Private Bag X1, Tokai 7966, immediately of the discovery of new dangers, or changes or defects in aids to navigation and of shortcomings in South African charts or publications. Copies of form HO-16, which is a convenient form on which to send in a report, may be obtained gratis from any Official Chart Agent or the reproduction at the end of Section VI of the monthly edition of Notices to Mariners.

In addition to postal methods, the following additional communication facilities are available :

Notices to Mariners Web site :	Web : <a href="http://www.sanho.co.za">http://www.sanho.co.za</a>
<b>Urgent navigational information :</b>	<b>Telex : 95 527946 (ANS BACK: NAVY SA)</b> <b>Fax : +27 21 787 2228</b> <b>Phone : +27 21 787 2445</b>
Other navigational information :	Fax : +27 21 787 2233 Phone : +27 21 787 2444 E-mail : <a href="mailto:hydrosan@iafrica.com">hydrosan@iafrica.com</a>
General information :	Phone : +27 21 787 2408

**Captain A. Kampfer**  
**Hydrographer, SA Navy**  
**NAVAREA VII Co-ordinator**

## INDEX OF CHARTS AND PUBLICATIONS AFFECTED

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<b>SAN Charts</b>	<b>Notices</b>	<b>Pages</b>
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<b>SAN Charts - New Charts / Editions</b>	<b>Notices</b>	<b>Pages</b>
Nil		

<b>SAN Charts - Permanently Withdrawn</b>	<b>Notices</b>	<b>Pages</b>
Nil		

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### **Spheroid / GPS Positions**

All positions quoted in these Notices are referred to **Clarke 1880 (Mod) Spheroid** unless otherwise stated.

On chart scales of **1: 100 000 and smaller**, positions from **GPS receivers** set to **WGS 84** may be plotted directly on these charts. Mariners are warned that **insertion of Clarke 1880 (or other) positions on Automatic Plotters which are set to WGS 84 Spheroid can result in inaccurate navigation practices.**

### **Temporary and Preliminary Notices**

These are indicated by (T) or (P) after the notice number. These are printed on one side of the paper in order that they may be cut and filed and are placed at the end of Section II. To assist in filing, the year is indicated after the notice number. **Information from these notices is not included on charts before issue;** charts should be updated in pencil on receipt.

### **Permanent Notices**

Permanent corrections in Section II are marked by a star adjacent to the notice number to indicate that the notice is based on original information. Periodic lists of permanent corrections pertaining to affected navigational charts and publications are published annually and copies may be obtained from the Hydrographic Office or through a Chart Agent.

### **Chart Corrections**

Further details are contained in NP100 The Mariner's Handbook which should be consulted for the correct procedures of filing, inserting and noting all types of corrections on nautical charts and other hydrographic publications. The Handbook may be obtained from Admiralty Chart Agents in Cape Town and Durban. Consult SAN HO-6 for Symbols and Abbreviations used on SAN Charts and NP735 for an illustrated explanation of the IALA Maritime Buoyage System.

### **Provision of Notices to Mariners**

These Notices are *gratis* and may be obtained on request from the Hydrographic Office or through the approved Chart Agents. Additional copies required of "block" chart corrections can also be obtained through the above procedure.

### **Radio Navigational Warnings**

See Note at the start of Section IV.

## **GUIDANCE NOTES FOR VIEWING AND PRINTING NOTICES USING ADOBE ACROBAT**

For optimum results when viewing and printing material from the PDF digital files please note the following:

The minimum specification is a 486 PC with Windows 3.1 and 4MB of RAM.

When printing data from the files, ensure the Fit to Page icon in the Adobe Acrobat print menu is switched off before printing. Otherwise large text pages will be compressed, or large size Blocks may not fit the chart.

If printing text or monochrome NM Blocks, the minimum specification is an Inkjet or good quality Laser Postscript printer with at least 6 MB of memory. (NB. If using a Postscript printer, ensure the Postscript printer driver is installed).

For printing Colour NM Blocks the minimum specification of printer is a good quality Ink Jet/Laser printer with 300 dpi resolution or greater.

If using certain types of Ink Jet printer ensure the setting is set to Dithered screening not Pattern screening.

Printed colour copies should be compared with the colour image on screen to ensure that all the colours have reproduced correctly. Printer property resolution and ink density may need to be increased or adjusted to obtain the best results.

Ensure the Colour Ink Cartridge is in accordance with the printer manufacturers specifications. Minimum paper specification for printing Colour NM Blocks is International paper size A4, thickness/weight 80 gsm paper. (The same paper as used for NM Blocks in the NM Weekly). NB. (Ensure the paper quality is in accordance with the Printer manufacturers specifications).

**The Hydrographer does not accept any liability for the display and printing of these digital Notices to Mariners on the users equipment.**

**I**

**TEMPORARY NOTICES AND PRELIMINARY NOTICES  
In force 23 February 2005**

**TEMPORARY NOTICES**

**2002 Series**

78(T)	Namibia	Baker's Bay	Foul Area.
89(T)	Namibia	Bogenfels	Anchor Obstructions, Foul Area.

**2003 Series**

45(T)	RSA	Port Elizabeth	Construction of Ngqura harbour.
64(T)	RSA	Durban Oil Terminal SBM	Buoy laid.

**2004 Series**

25(T)	RSA	Simon's Bay	Submarine Mooring Buoy temporarily removed.
49(T)	RSA	Table Bay	Murray's Bay Harbour. Lights temporarily removed.
83(T)	Namibia	Lüderitz	Foul Area.
84(T)	RSA	Houtbaai	North Mole dangerous.

**2005 Series**

33(T)	RSA	Saldanha Bay	North Head light out of order. Standby light operational.
34(T)	RSA	Ystervarkpunt	Ystervarkpunt light out of order. Standby light operational.
35(T)	RSA	Umhlanga Rocks	Umhlanga Rocks light out of order. Standby light operational.

**PRELIMINARY NOTICES**

**2004 Series**

41(P)	RSA	Table Bay	Murray's Bay Harbour. Works in progress (2004).
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**2005 Series**

Nil

II

**SA NAVY SAN CHARTS OF SOUTH AFRICA AND NAMIBIA THAT ARE REFERRED TO THE WGS 84 SPHEROID**

27 (INT 204)	76 (INT 2640)	79 (INT 2670)	87 (INT 7570)
90 (INT 2051)	1001 (INT 2611)	1012 (INT 2672)	1020 (INT 7521)
1024 (INT 7531)	1025 (INT 7532)	1027 (INT 7541)	1030 (INT 7561)
1032 (INT 7572)	1033 (INT 7571)		
1	113	114	125
126	132	133	134
1003	1015	1017	2004
SC3	SC5		

**MISCELLANEOUS**

1. Mariners are advised that the primary and most reliable means of communication with HYDROSAN for all messages is via Telex : 95 527946 (ANS BACK : NAVY SA) or alternatively via Facsimile number : +27 21 787 2228.

2. Current and archived South African Notices to Mariners is available in PDF format on the internet at Website : <http://www.sanho.co.za>

**29\* SOUTH WEST COAST, Port Nolloth - Tide gauge**

Source : Hydrographer

**SAN 1003** [Previous Update 73/04]

1. Move :  $\ddagger$  from position 29° 15' 25".8 S 016° 52' 01".4 E  
to position 29° 15' 26".7 S 016° 52' 01".3 E

(SAN 1003)

**30\* SOUTH WEST COAST, Port Nolloth - Tank**

Source : Hydrographer

**SAN 1003** [Previous Update 29/05]

1. Delete : ● TANK in position 29° 15'.43 S 016° 52'.01 E

(SAN 1003)

**31\* SOUTH WEST COAST, Lamberts Bay - Radio mast**

Source : Hydrographer

**SAN 1003** [Previous Update 30/05]

1. Insert :  $\left(\overline{30}\right)$  in position 32° 05' 36".76 S 018° 18' 35".81 E  
MAST

(SAN 1003)

**32\* SOUTH INDIAN OCEAN, Îsles Kerguelen Westwards - Depth**

Source : Admiralty Notices to Mariners 265/2005, Weekly Edition 3

**SAN 1** [Previous Update 75/03]

1. Insert : Depth 270 enclosed with a 1000 m contour and extend 2000 m westward to enclose

in position 49° 45'.0 S 065° 57'.0 E

(SAN 1)

INTENTIONALLY  
BLANK

**33(T)/05 SOUTH AFRICA, West Coast - Saldanha Bay**

Source : National Ports Authority

**SAN 118** [*Previous Update 25/03*]

1. Insert : Legend (*reduced intensity light*) next to North Head light

in position                      33° 03'.0 S                      017° 54'.7 E

(SAN 118)

**34(T)/05 SOUTH AFRICA, South Coast - Ystervarkpunt**

Source : National Ports Authority

**SAN 122** [*Previous Update 89/04*]

1. Insert : Legend (*reduced intensity light, Fl.10s*) next to Ystervarkpunt light

in position                      34° 23'.6 S                      021° 43'.7 E

(SAN 122)

**35(T)/05 SOUTH AFRICA, East Coast - Umhlanga Rocks**

Source : National Ports Authority

**SAN 132** [*Previous Update 107/02*]

1. Insert : Legend (*reduced intensity light*) next to Umhlanga Rocks light

in position                      34° 23'.6 S                      021° 43'.7 E

(SAN 132)

INTENTIONALLY  
BLANK



## IIA

### LIST OF TEMPORARY AND PRELIMINARY NOTICES TO MARINERS ISSUED BY THE MOZAMBIQUE INSTITUTE OF HYDROGRAPHY AND NAVIGATION (INAHINA) IN FORCE

Nil prior to these Notices.

#### 2003 Series

07MOZ(T)/03      Porto de Maputo      Buoys out of position.

#### 2004 Series

MOZ 20/04(T)      Port of Maputo      Cias de Bombagem temporarily unlit.  
MOZ 25/04(T)      Port of Quelimane      Buoy 2 temporarily out of position.  
MOZ 31/04(T)      Port of Quelimane      Buoy 3 temporarily out of position.  
MOZ 45/04(T)      Port of Maputo      Lighthouse temporarily unlit.  
MOZ 46/04(T)      Port of Maputo      Buoy 3N temporarily out of position.

#### 2005 Series

MOZ 01/05 (T)      Port of Pebane      Ponta Matirre temporarily unlit.  
MOZ 02/05(T)      Port of Maputo      Buoy 3N re-positioned.

#### **MOZ 01/05(T) MOZAMBIQUE, Port of Pebane - Lighthouse temporarily unlit**

Source : INAHINA

#### **MOZ 482, 49623 and BA 2935**

1. Insert : Legend (*temporarily unlit*) next to lighthouse

Ponta Matirre                      in position                      17° 16'.6 S                      038° 11'.0 E

#### **MOZ 02/05(T) MOZAMBIQUE, Port of Maputo - Buoy temporarily re-positioned**

Source : INAHINA

#### **MOZ 439, 496, 46659-M and BA 644, 646**

1. Re-position :

3N                                      to position                                      25° 49' 47".85 S                                      032° 50' 49".65 E

### III

#### NEW CHARTS AND SAN HO PUBLICATIONS - NEW CHARTS/EDITIONS

##### 36/05 NEW SAN HO PUBLICATIONS

South African Tide Tables (SAN HO - 2) - 2006 Edition. The new edition is now available through approved Chart Agents .

### IV

#### CORRECTION TO SAN HO PUBLICATIONS

##### 37/05 ANNUAL SUMMARY OF SA NOTICES TO MARINERS - 2005 EDITION

Source : SAMSA

1. Page 14 **SOUTH AFRICAN NOTICE TO MARINERS NO 6 OF 2005**

Insert : Accompanying block correction.

2. Page 44 **SOUTH AFRICAN NOTICE TO MARINERS NO 20 OF 2005**

Insert : Accompanying block correction.

##### 38/05 CUMULATIVE LIST OF SA NOTICES TO MARINERS - 2005 EDITION

Source : Hydrographer

1. Para 4 **EXPLANATORY NOTES**

Amend :

[Http://hydro.imt.za/hydronet/Ho/](http://hydro.imt.za/hydronet/Ho/) to read <http://www.sanho.co.za>

### V

##### 39/05 CORRECTION TO SA LIST OF LIGHTS AND RADIO SIGNALS - SAN HO-1 2005 New Edition

Source : Hydrographer

1. Page 33, 38 **GMDSS TRANSMISSION SCHEDULE FOR SAFETYNET (INMARSAT C) NAVAREA VII  
BULLETINS**

Amend the following to read (Col 3) :

**BROADCAST TIMES (UTC)**  
0940; 1940; unscheduled  
0940; 1940; unscheduled

2. Page 46 **PORT ELIZABETH (ZSQ)**

Amend the following to read :

**2. RADIO TELEPHONY (High Frequency)**

4375, 8740 and 13146 kHz :  
TRAFFIC LISTS: 1015, 1333 and 1815.  
WEATHER BULLETINS: 1015, 1333 and 1815.  
NAVIGATIONAL WARNINGS: 1015 and 1815 (after weather bulletins).

## V cont/...

### 3. RADIO TELEPHONY ON VHF SERVICE

VHF Stations remotely controlled by Cape Town Radio. The call is Port Elizabeth Radio.  
A 24 hour watch is maintained on **Ch 16**.

#### 3. Page 47 **DURBAN (ZSD)**

Amend the following to read :

#### 2. RADIO TELEPHONY (High Frequency)

4375, 8740 and 13146 kHz :  
TRAFFIC LISTS: 1015, 1333 and 1815.  
WEATHER BULLETINS: 1015, 1333 and 1815.  
NAVIGATIONAL WARNINGS: 1015 and 1815 (after weather bulletins).

### 3. RADIO TELEPHONY ON VHF SERVICE

VHF Stations remotely controlled by Cape Town Radio. The call is Durban Radio.  
A 24 hour watch is maintained on **Ch 16**.

#### 4. Page 83 **INDEX**

Insert : New entry under G

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEMS  
Avoiding False Distress Alerts . . . . . 55a

#### 5. Page 83

Amend : Page numbers to read

GLOBAL MARITIME DISTRESS AND SAFETY SYSTEMS  
EPIRB . . . . . 54  
Information on the Internet . . . . . 55  
INMARSAT C Ocean Regions Diagram . . . . . 54  
Table of Sea Areas . . . . . 53  
Terrestrial Communications . . . . . 54, 55

#### 6. Page 79 **DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS)**

Insert : Accompanying block correction.

## VI

### NAVAREA VII and Coastal Navigational Warnings Bulletin in force as at 23 February 2005

See NM 3/2004. Broadcast Warnings are available at Port Offices and remain valid until cancelled or until superseded by this and/or other broadcast bulletins.

#### NAVAREA VII MESSAGES

Nil Prior to these Messages

##### 2005 Series

012	Africa E Coast	Mozambique	Ponta Matirre light unlit.
016	Africa W Coast	Pointe Noire	Mooring recovering operation.
018	S Atlantic	Angola	Riglist.

#### COASTAL NAVWARNING MESSAGES

Nil Prior to these Messages

##### 2005 Series

015	RSA	Port Nolloth	Bell Buoy unlit.
018	RSA	East Coast	FA Platform racon, navigation lights and fog horn non-operational.
020	Namibia	Baker's Bay	MV Namakwa left anchor with marker buoy.
024	RSA	Durban Harbour	Lightning strike results in unreliable VTS radars.
025	RSA	Robben Island	Lighthouse out of order.
027	RSA	East London Harbour	Fog horn inoperative.
029	RSA	Agulhas Bank	MV Polar Princess conducting seismic survey.
036	RSA	Durban	Chem Bothnia lost anchor.
042	RSA	Durban	Fairway Buoy light and racon inoperative.
048	Namibia		Lady S conducting mining operations.
050	RSA	Port Elizabeth	Fairway buoy racon and light inoperative.
056	RSA	False Bay	Submerged target structure.
057	RSA	Cape St Francis	Foghorn inoperative.
063	Namibia		MV Lady S conducting mining operations.
066	Namibia	Lüderitz	Swamped anchors.
067	RSA	Saldanha Bay	North Head light removed.
068	RSA	Ystervarkpunt	Lighthouse out of order. Standby light operational.
069	Namibia	West Coast	White and red cylinder buoy.
070	Namibia	Bogenfels	Swamped mining tools abandoned.
071	RSA	Umhlanga Rocks	Standby light operational light.
072	RSA	Gordons Bay	Charted depth unreliable due to silting.
073	RSA	Richards Bay	Lifebuoy lost overboard from MV Ikan Beliak.
074	RSA	Richards Bay	Pitingo buoys east and west out of position.
075	Namibia	Baker's Bay	MV Namakwa left one anchor.
077	RSA	Durban	Submerged obstruction in approach channel.
078	Namibia	Hottentot Point	MV Sakawe Miner has new anchor spread.
079	RSA	False Bay	Explosive firing exercise.
080	RSA	False Bay	Gunnery exercise.
081	Namibia	Elizabeth Bay	MV Kovambo has new anchor spread.

**VI**  
**ANNEX A**

USA Government Special Warning in force 24 August 2003

**SPECIAL WARNING NUMBER 120 WORLDWIDE**

1. Due to recent events in the Middle East and the American Homeland, U.S. Forces worldwide are operating at a heightened state of readiness and taking additional defensive precautions against terrorists and other potential threats. Consequently, all aircraft, surface vessels, and sub-surface vessels approaching U.S. Forces are requested to maintain radio contact with U.S. Forces on bridge-to-bridge channel 16, international air distress (121.5 Mhz VHF) or MILAIR distress (243.0 Mhz UHF).
2. U.S. Forces will exercise appropriate measures in self-defence if warranted by the circumstances. Aircraft, surface vessels, and sub-surface vessels approaching U.S. Forces will, by making prior contacts as described above, help make their intentions clear and avoid unnecessary initiation of such defensive measures.
3. U.S. Forces, especially when operating in confined waters, shall remain mindful of navigational considerations of aircraft, surface vessels, and sub-surface vessels in their immediate vicinity.
4. Nothing in the Special Warning is intended to impede or otherwise interfere with the freedom of navigation or overflight of any vessel or aircraft, or to limit or expand the inherent self-defence rights of U.S. Forces. This Special Warning is published solely to advise of the heightened state of readiness of U.S. Forces and to request that radio contact be maintained as described above. (Issued 16 Nov 2001).

**VI**

USA Government Special Warning in force 24 August 2003

**SPECIAL WARNING NUMBER 121 PERSIAN GULF**

1. Coalition Naval Forces may conduct military operations in the Eastern Mediterranean Sea, Red Sea, Gulf of Aden, Arabian Sea, Gulf of Oman and Arabian Gulf. The timely and accurate identification of all vessels and aircraft in these areas are critical to avoid the inadvertent use of force.
2. All vessels are advised that coalition Naval Forces are prepared to exercise appropriate measures in self-defense to ensure their safety in the event they are approached by vessels or aircraft. Coalition Forces are prepared to respond decisively to any hostile acts or indications of hostile intent. All maritime vessels or activities that are determined to be threats to Coalition Naval Forces will be subject to defensive measures, including boarding, seizure, disabling or destruction, without regard to registry or location. Consequently, surface vessels, sub-surface vessels and all aircraft approaching Coalition Naval Forces are advised to maintain radio contact on Bridge-to-Bridge channel 16, International Air Distress (121.5 MHZ VHF) or Military Air Distress (243.0 MHZ UHF).
3. Vessels operating in the Middle East, Eastern Mediterranean Sea, Red Sea, Gulf of Oman, Arabian Sea and Arabian Gulf are subject to query, being stopped, boarded and searched by US/Coalition warships operating in support of operations against Iraq. Vessels found to be carrying contraband bound for Iraq or carrying and/or laying Naval mines are subject to detention, seizure and destruction. This notice is effective immediately and will remain in effect until further notice.

INTENTIONALLY  
BLANK

**HO-16 (July 2002)**

**HYDROGRAPHIC NOTE**

(for instructions, see overleaf)

Date .....

Ref. No .....

Name of ship or sender : .....

Address of sender : .....

.....

.....

Tel/Fax/Telex No. e-mail address of sender (if appropriate) : .....

General locality Subject : .....

Position : Lat : .....

Long : .....

SAN Chart(s) affected : .....

Edition dated : .....

Position fixing system used : .....

Datum set : .....

Latest Monthly Edition of Notice to Mariners held : .....

Publications affected : (Edition No ..... date of latest supplement, page and Light List No. etc.)

Details:

A replacement copy of Chart(s) No(s) ..... is required, but see 4 overleaf.

Signature of observer/reporter : .....

# HYDROGRAPHIC NOTE

## Forwarding information for South African Charts and Hydrographic Publications

### INSTRUCTIONS

1. Mariners are requested to notify the Hydrographer of the South African Navy, Private Bag X1, Tokai, 7966, or by Facimile 021 7872228 or E-mail *hydrosan@iafrica.com* when new or suspected dangers to navigation are discovered, changes observed in aids to navigation, or corrections to publications seen to be necessary. The *Mariner's Handbook (NP 100) Chapter 8* gives general instructions. The provisions of international and national laws should be complied with when forwarding such reports.

2. This form and its instructions have been designed to help both the sender and the recipient. It should be used, or followed closely, whenever appropriate. Copies of this Form may be obtained gratis from the SAN Hydrographic Office at the above address or principal Chart Agents (see *Annual Notice to Mariners No.1*).

3. When a **position** is defined by sextant angles or bearings (true or magnetic being specified) more than two should be used in order to provide a check. Distances observed by radar and the readings of Loran, Decca, etc., should be quoted. Latitude and longitude should only be used specifically to position the details when they have been fixed by astronomical observations or GPS and a full description of the method, equipment and datum (where applicable) used should be given.

4. A cutting from the largest scale chart is the best medium for forwarding details, the alterations and additions being shown thereon in red. When requested, a new copy will be sent in replacement of a chart that has been used to forward information, or when extensive observations have involved defacement of the observer's chart. If it is preferred to show the amendments on a tracing of the largest scale chart (rather than on the chart itself) these should be in red as above, but adequate details from the chart must be traced in black ink to enable the amendments to be fitted correctly.

5. When **soundings** are obtained *The Mariner's Handbook (NP 100)* should be consulted. The echo sounding trace should be marked with times, depths, etc., and forwarded with the report. It is important to state whether the echo sounder is set to register depths below the surface or below the keel; in the latter case the vessel's draught should be given. Time and date should be given in order that corrections for the height of the tide may be made where necessary. The make, name and type of set should also be given.

6. Modern **echo sounders** frequently record signals from echoes received back after one or more rotations of the stylus have been completed. Thus with a set whose maximum range is 500m, an echo recorded at 50m may be from depths of 50m, 550m or even 1050m. Soundings recorded beyond the set's nominal range can usually be recognised by the following:

- (a) the trace being weaker than normal for the depth recorded,
- (b) the trace passing through the transmission line,
- (c) the feathery nature of the trace.

As a check that apparently shoal soundings are not due to echoes received beyond the set's nominal range, soundings should be continued until reasonable agreement with charted soundings is reached. However, soundings received after one or more rotations of the stylus can still be useful and should be submitted if they show significant differences from charted depths.

7. Reports which cannot be confirmed or are lacking in certain details should not be withheld. Shortcomings should be stressed and any firm expectation of being able to check the information on a succeeding voyage should be mentioned.

8. Reports of **shoal soundings**, uncharted dangers and navigational aids out of order should, at the mariner's discretion, also be made by radio to the nearest coast radio station. The draught of modern tankers is such that any uncharted depth under 30 metres or 15 fathoms may be of sufficient importance to justify a radio message.

9. **Port information** should be forwarded on Form HO-16a together with Form HO-16. Form HO-16a lists the information required for South African Sailing Directions and should be used as an *aide memoire*. Where there is insufficient space on the form an additional sheet should be used.

**Note :** An acknowledgement or receipt will be sent and the information then used to the best advantage which may mean immediate action or inclusion in a revision in due course. When a Notice to Mariners is issued, the sender's ship or name is quoted as authority unless (as sometimes happens) the information is also received from other authorities. An explanation of the use made of contributions from all parts of the world would be too great a task and a further communication should only be expected when the information is of outstanding value or has unusual features.



**HO-16a (March 2004)**

**HYDROGRAPHIC NOTE FOR PORT  
INFORMATION**

**(To accompany Form HO-16)**

Name of ship or sender : .....

Address of sender : .....

Ref. No. ....

.....

Date : .....

.....

1. NAME OF PORT	
2. GENERAL REMARKS Principal activities and trade. Latest population figures and date. Number of ships or tonnage handled per year. Maximum size of vessel handled. Copy of Port Handbook if available.	
3. ANCHORAGES Designation, depths, holding ground, shelter afforded.	
4. PILOTAGE Authority for requests. Embarkation position. Regulations.	
5. DIRECTIONS Entry and berthing information. Tidal Streams. Navigational aids.	
6. TUGS Number available and max. hp.	
7. WHARVES Names, numbers or positions. Lengths. Depths alongside. Heights above Chart Datum. Facilities available.	
8. CARGO HOLDING Containers, lighters, Ro-Ro etc.	
9. CRANES Brief details and max. capacity.	

<p>10. REPAIRS</p> <p>Hull, machinery and underwater. Ship and boat yards. Docking or slipping facilities. Give size of vessels handled or dimensions. Hards or ramps. Divers.</p>	
<p>11. RESCUE AND DISTRESS</p> <p>Salvage, lifeboat, NSRI, etc.</p>	
<p>12. SUPPLIES</p> <p>Fuel with type and quantities available. Fresh water with rate of supply. Provisions.</p>	
<p>13. SERVICES</p> <p>Medical. De-ratting. Consuls. Ship chandlery, compass adjustment, tank cleaning, hull painting.</p>	
<p>14. COMMUNICATIONS</p> <p>Road, rail and air services available. Nearest airport or airfield. Port radio and information service with frequencies and hours of operating.</p>	
<p>15. PORT AUTHORITY</p> <p>Designation, address and telephone number.</p>	
<p>16. SMALL CRAFT FACILITIES</p> <p>Information and facilities for small craft (eg yachts) visiting the port. Yacht Clubs, berths, etc.</p>	
<p>17. VIEWS</p> <p>Photographs (where permitted) of the approaches, leading marks, the entrance to the harbour etc. Picture postcards may also be useful.</p>	

Signature of observer/reporter

.....

### **Reporting discharge of oil and/or damage to a vessel**

7. The following information is required from the Master for a radio report of discharge of oil and/or damage to his vessel when navigating within 50 nautical miles of the coasts of South Africa:

- a. Name and Call sign, Official Number and Port of Registry;
- b. Position, Course and Speed;
- c. Nature of Damage (See Note below);
- d. Prevailing weather and sea conditions;
- e. If bound for a port in the Republic of South Africa.

8. If applicable, the particulars contained in the certificate which, in terms of *Article VII of the International Convention on Civil Liability for Oil Pollution, 1969*, is required to be carried on board.

**Note : Damage to a vessel shall be deemed to have created the likelihood of a discharge of oil if it is of such a nature as to detrimentally affect in any way the vessel's seaworthiness or efficient working.**

9. The above information is required in terms of *Act No 6 of 1981(as amended)*.

10. Up to date telephone lists of persons responsible for combatting oil spills are issued regularly by SAMSA in MARINE NOTICES. The Principal Officer (PO) stationed closest to the incident should be the first contact.

**SOUTH AFRICAN NOTICE TO MARINERS  
NO 20 OF 2005**

Former Notice No 20/2004 is cancelled. This is a repetition of the former notice.

**DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS)**

**GENERAL NOTES**

1. Unencrypted public Differential Global Positioning System (DGPS) is provided by the National Ports Authority (NPA) at certain light-houses along the South African Coast.

2. DGPS is provided as an aid to navigation, giving a 24 hour a day, all year round service and which is broadcasted from four land reference stations at the following locations :

	<i>Beacon</i>	<i>Beacon Listing</i>	<i>Light List number</i>
a.	Cape Columbine	1823	Z5670 (D5810)
b.	Cape Agulhas	1831	Z5980 (D6370)
c.	Cape Recife	1839	Z6100 (D6390)
d.	Cooper	1857	Z6245 (D6458)

3. The signal provides the mariner using a suitable receiver with both real time integrity monitoring of GPS derived positions and the capability of fixing their positions to better than 5 meters (95 % probability) in moving applications. Greater accuracy can be achieved in stationary applications. All the stations are operating on a trial basis. Details will be promulgated by Coastal NavWarning and/or Notice to Mariners. Such information will be amended as and when necessary.

4. Details of the DGPS stations are given in the accompanying table.

5. DGPS relies inherently on GPS, the operation and characteristics of which are out of the control of the NPA.

6. The DGPS service is being provided primarily for the use in monitoring the integrity of the GPS to enhance the safety of marine navigation. The provision of greater accuracy for marine navigation is a secondary feature.

7. Signal reception may become unreliable, under certain extreme environmental conditions, towards the limits of the geographical coverage.

8. All radio navigation systems are susceptible to interference (including jamming) and environmental effects, which can adversely affect their availability. No single aid to navigation system should be used in isolation and DGPS users should use all alternative means available to cross check the information received. Users should also ensure that they have a receiver which gives sufficient warning of the complete loss of the DGPS signal and conversion to GPS. Various DGPS receiver types are available, some of which may not provide appropriate or timely warnings in respect of the system.

9. These receivers will tune into the strongest available DGPS signal. The receiver should meet the technical standards of the International Telecommunications Union (ITU) for such receivers. A combined Beacon/GPS receiver with combined antennae incorporated can also be used. With a field strength throughout the coverage area designed to be at least 75 micro V per metre, the DGPS corrections will be updated at intervals of not more than 10 seconds.

Station Reference Number	Station Name	DGPS Corrections		Identification No. of		Range in Nautical Miles	Integrity Monitoring	Status	Transmitted Message Types	Station Position
		tx fx (in kHz)	tx rate (in bps)	Reference Station(s)	Transmit Station					
1823	Cape Columbine Lighthouse	310	100	221/241	201	150@ 75? V/m	YES	TRIAL	3, 6,7,9,16	32° 49' 39" S 017° 51' 20" E
1831	Cape Agulhas Lighthouse	301	100	223/243	203	120@ 75? V/m	YES	TRIAL	3, 6,7,9,16	34° 49' 46" S 020° 00' 35" E
1839	Cape Recife Lighthouse	291	100	225/245	205	150@ 75? V/m	YES	TRIAL	3, 6,7,9,16	34° 01' 44" S 025° 42' 02" E
1857	Cooper Lighthouse	292	100	228/248	208	100@ 100? V/m	YES	TRIAL	3, 6,7,9,16	29° 56' 08" S 031° 00' 18" E

## DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS)

### GENERAL NOTES

1. Unencrypted public Differential Global Positioning System (DGPS) is provided by the National Ports Authority (NPA) of South Africa.
2. DGPS is provided as a marine aid to navigation, giving a 24 hour a day, all year round service. It is broadcasted from the following four land reference stations at the following locations :

Beacon	Light List number
Cape Columbine	Z5670 (D5810)
Cape Agulhas	Z5980 (D6370)
Cape Recife	Z6100 (D6390)
Cooper	Z6245 (D6458)

3. The signal provides the mariner using a suitable receiver with both real time integrity monitoring of GPS derived positions and the capability of fixing their positions to better than 5 meters (95% probability) in moving applications. Greater accuracy can be achieved in stationary applications.
4. All the stations are transmitting on a trial basis. Details will be promulgated by Coastal NavWarning and/or Notice to Mariners. Details of the DGPS stations are given in the accompanying table below. Such information will be amended as and when necessary.
5. DGPS relies inherently on GPS, the operation and characteristics of which are out of control of the NPA. The DGPS service is being provided primarily for the use in monitoring the integrity of the GPS to enhance the safety of marine navigation. The provision of greater accuracy is a secondary feature.
6. Signal reception may become unreliable under extreme environmental conditions, towards the limits of the geographical range. All radio navigation systems are susceptible to interference (including jamming) and environmental effects, which can adversely affect their availability. Users should ensure that they have a receiver that gives sufficient warning of the complete loss of the DGPS signal and conversion to GPS. No single aid to navigation system should be used in isolation and DGPS users should use all alternative means available to cross check the information received.
7. In order to make use of the DGPS corrections, users will require a GPS Receiver which can accept differential corrections data in the RTCM SC 104 format and an Auto Tuning MSK Beacon Receiver, compatible with conventional IALA-standard radio beacon transmissions. The on-board equipment should be selected with care as not all DGPS User equipment is equivalent. These receivers will tune into the strongest available DGPS signal. The receiver should meet the technical standards of the International Telecommunications Union (ITU) for such receivers. A combined Beacon/GPS receiver with combined antennae incorporated can also be used. With a field strength throughout the coverage area designed to be as per the ITU Radio regulations of 75 micro V /m or 100 micro V /m, depending on the location. The DGPS corrections will be updated at intervals of not more than 10 seconds.
8. Regular announcement will be made through the normal channels giving further details of the DGPS system.

Station Reference Number	Station Name	DGPS Corrections		Identification No. of		Range in Nautical Miles	Integrity Monitoring	Status	Transmitted Message Types	Station Position
		tx fx (in kHz)	tx rate (in bps)	Reference Station(s)	Transmit Station					
1823	Cape Columbine Lighthouse	310	100	221/241	201	150@75V/m	YES	TRIAL	3,6,7,9,16	32°49'39"S 17°51'20"E
1831	Cape Agulhas Lighthouse	301	100	223/243	203	120@75V/m	YES	TRIAL	3,6,7,9,16	34°49'46"S 20°00'35"E
1839	Cape Recife Lighthouse	291	100	225/245	205	150@75V/m	YES	TRIAL	3,6,7,9,16	34°01'44"S 25°42'02"E
1857	Cooper Lighthouse	292	100	228/248	208	100@100V/m	YES	TRIAL	3,6,7,9,16	29°56'08"S 31°00'18"E